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The Lethbridge News.

Lethbridge, Alta., N.W.T.

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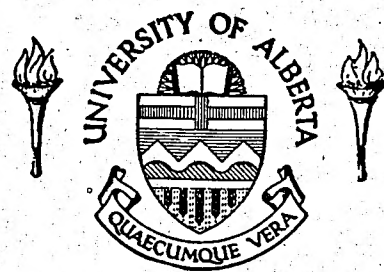
of the

Great Falls and Canada Railway.

E. T. SAUNDERS,
PROPRIETOR.

A. S. POTTS,
EDITOR AND MANAGER.

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PROSPEROUS LETHBRIDGE.

THIS Souvenir number of THE NEWS celebrates the advent of a new era in the history of the progress of Lethbridge.

It is an important event, one meet for rejoicing, when those who have dared believe in a bright future for the home of their adoption, have experienced the first pleasures of realization.

This occasion, the opening of the Great Falls & Canada Railway, giving us, as it does, connection by rail with the richest State in the American Union, affords a most excellent opportunity for reviewing the history of Lethbridge, describing the town, its industries and resources as they now are, and also commenting on the great possibilities which lie before it.

It is not pretended that Lethbridge is anything more than a thriving, growing town with immense natural advantages, and a population of go-ahead people: nor is it claimed that the special edition of THE NEWS herewith presented, will be anything more than a souvenir of the occasion. No brilliant imaginative genius describes in glowing terms of eulogy, what is, what was, or what will be, but a plain statement of facts is presented, illustrated as far as possible by such views as have been readily attainable, and to this public attention is respectfully directed.

In connection with the celebration of the opening of the Great Falls & Canada Railway, it may be said that a Citizens' Committee was appointed with full power to deal with the matter. That committee consisted of the following gentlemen: Messrs. Magrath, Conybeare, Higinbotham, Hawley, Cavanah, Curry, Darch, Colpman, Deane, Bentley, Galliher, Stafford, McNabb and Henderson.

These gentlemen undertook their task with good grace, notwithstanding the fact that at this busy season of the year "time is money," and no matter how earnest the citizens are in their desire to have a thoroughly enjoyable fete, a large share of the work must fall on the individual members of the committee. Mr. Magrath is the first president of the Board of Trade, and a foremost man in everything appertaining to the advancement of the town. He ably presides over the Land Department of the Northwest Coal & Navigation Company, and is probably the most popular man in town. The secretary of the committee is Mr. Conybeare, while the present secretary of the Board of Trade is Mr. W. A. Galliher.

The town of Lethbridge is the most central, and now the most important town in Southern Alberta, both with regard to population and commercial enterprise. The town site is beautifully situated on the prairie plateau some 300 feet above the level of the Belly river. Originally its name was "Coal Banks," so-called on account of the out-croppings of coal along the river banks. Its present name "Lethbridge," was given it in 1885, on the opening of the present railway between here and Dunmore. This railway was built by the North-Western Coal & Navigation Company, predecessors of the present company, and in honor of the President of the road, Wm. Lethbridge, the town was then christened.



C. A. Magrath.

Before this while the town was still "Coal Banks," the coal industry was worked in but a desultory manner. The present colliery superintendent, Mr. Wm. Stafford, came up to the Northwest Territories in 1881. That fall and the spring of 1882, were devoted to prospecting along the Bow, Belly and Saskatchewan rivers. In 1882, Sir Alexander Galt who was seeking to organize a company for the purpose of mining the coal, paid the Northwest a visit, coming through from Swift Current on a buckboard. He first went to Calgary, from there to Macleod and afterwards returned by way of Montana. This was the first of a series of energetic steps taken by Sir Alexander, whose career as one of Canada's foremost public men, is so well known that it is unnecessary to say more than that Southern Alberta knows not how much it owes to his enterprise.

The only works at that time were shafts sunk 40, 50, and in one place 110 feet on the banks of the Bow river, below Crowfoot Creek. That fall Mr. Stafford went down the Saskatchewan river as far as Medicine Hat, prospecting from the Blackfeet Crossing to the proposed crossing of the railway on the Saskatchewan. Having obtained specimens of all coal in the country from the far north down as far as Fort Benton, on the Missouri river, he finally selected Coal Banks as the spot for future operations. On the 11th of December, 1882, the mines were first opened and during the winter were worked with a small force of men. Some coal was sold that winter to the Mounted Police stationed at Fort Macleod, and some was even teamed as far south as Fort Benton. The price of coal in Macleod was \$15 per ton. At Fort Benton it sold for \$22 per ton, although at the mines at Lethbridge it cost but \$3. The reason of the very high prices was the large cost of teaming. The original idea was only to supply coal to settlers but it was afterwards decided to ship to Medicine Hat. For this purpose a company was formed in the spring of 1883 with a capital of £50,000 sterling, and preparations were made to build a steamer and a fleet of barges to convey 3,000 tons of coal by the Belly and Saskatchewan rivers, from the mines to Medicine Hat, which the C. P. R. had agreed to take from the company at a good price in order to encourage the enterprise and ensure cheap fuel for the prairie country which their railway would open up for settlement.

The difficulties to be overcome in the building of these boats were immense, as the material, excepting the lumber for the hulls, had to be freighted in bull wagons from Swift Current (at that time the terminus of the C. P. R.) to Lethbridge, a distance of 250 miles, and the lumber had to be brought from the Company's saw mill in the Porcupine Hills, a distance of 60 miles, to the shipyard at Lethbridge.

Skilled ship-builders were brought from Yankton and Pittsburgh via the Missouri river and Benton, and on the 1st of June, 1883, the steamer "Baroness" was launched and floated down the river to Medicine Hat to receive her machinery, but owing to the various disappointments and delays some 200 tons of coal only were brought down the river that season (1883).

Finding that the season of navigation on the Belly river for the transportation of coal would prove very short, the company determined to increase its floating tonnage by building two new steamers and sixteen new barges. This was done during the fall and winter of 1883-4, and on the



O. F. P. Conybeare.

Short as the season was, the Company succeeded however in delivering to the C. P. R. 3,000 tons of coal before the fleet had to be laid up, and this coal on being thoroughly tested in the locomotives of the C. P. R., proved to be of great value for steam purposes. The C. P. R. company offered to give the coal company a contract for a large



J. D. Higginbotham.

opening of navigation in the spring of 1884, the Company had three steamers and twenty-five men employed in carrying coal to Medicine Hat.

The navigation of the river, however, proved very difficult. Its season extended over a period of seven weeks only, thereby demonstrating that some other means of transport would require to be employed if it was expected to bring the coal into general use in Manitoba and the Northwest Territories.

quantity of coal for a number of years, if they could build a railway to connect the mines with the C. P. R. Having obtained this contract they applied to the Dominion Government for a charter to build a narrow gauge line of railway. This was granted, and with it a railway land grant of 40 acres per mile, to be paid for at the rate of 10 cents per acre. The Company then increased its capital to £150,000 sterling and

issued bonds for £160,000 sterling, to build the railway, and the contracts were let to commence work in April, 1885, on the railway construction, but owing to the rebellion breaking out about that time, it was impossible to get the contractors to begin work before the end of May, and until the railway was completed the various work parties had to be afforded military protection. Fortunately, however, owing to the judicious action of the Government, the Indians in Alberta were kept quiet and the railway was finished on the 28th of August, 1885, and on the following day coal was delivered to the C. P. R. more, being junction railway. opening of the history bridge may have begun. has been sure: it has greatly its commercial enterprises have been residences have been active Board been organized been formed object of erecting buildings for public and private purposes: a waterworks and electric light company is applying for incorporation: the town will shortly be incorporated: and Era No. 2 in our history finds us with all these improvements in addition to a railway connecting the town with the rich State of Montana.

As for the town itself, it may be said no better site could have been selected. Its elevation will enable a complete sewerage system without an enormous outlay. The soil is fertile and the climate healthy. Building material of all kinds is to be had near at hand, in grey sand stone, excellent brick, and fairly cheap lumber. These features combined with the cheap fuel, and splendid ranching country around, have built up a solid and substantial town. A great proportion of the residences are now frame dwellings, but all the new buildings going up are of brick. Of the



J. H. Cavanah.

four churches, two are frame, one stone and one brick. These churches are the places of worship of adherents of the Episcopalian, Methodist, Presbyterian and Roman Catholic creeds, and each of them is in charge of a resident pastor. To the credit of Lethbridge, it may be said that the churches are liberally supported. The Roman Catholic church is under the care of Rev. Father Vantighem. Its progress is a handsome stone structure situated just one block east of the public Square. Directly facing the Square is the Episcopal church (St. Augustine's), of which Rev. Rural Dean Pritchard is Incumbent. This is a pretty brick building, and very desirably located. Rev. Chas. McKillop, B. A., is pastor of the Presbyterian Church, known as "Knox Church," and Rev. Robt. Halsall of the Methodist Church. The banking business is done by a branch of the Union Bank of Canada. Mr. F. R. Godwin is local manager.

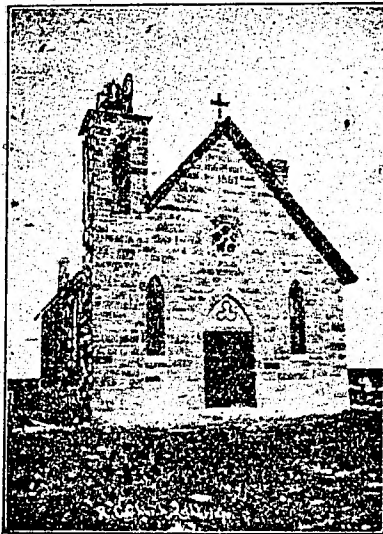
While the material development of the town has been occupying so much attention, as has been shewn, the spiritual welfare of the residents has also been cared for. So has it been too with the educational interests. There are a large number of pupils attending the public school, where three teachers are employed. Not long ago, by a plebiscite, it was decided to issue debentures for the erection of



W. A. Gallther.



F. R. Godwin.



Roman Catholic Church.

tised for for the erection of this building. It will be a two-storey brick, with 75 feet of a theatre pit, by 43 feet in width. The stage will be 33 feet in depth, with dressing rooms in the rear and at the sides of the stage. A gallery will also be put in. This will probably be the finest building of the kind in the Territories. The Sir Alexander Galt Hospital, so called after the President of the Alberta Railway and Coal Company, who has donated \$10,000 to assist in its erection, will be a most welcome addition to the public buildings of the town. The plans, drawn by two celebrated Washington architects, shew a handsome two-storey building with every appliance and convenience that the ingenuity of modern builders has devised. It will contain male and female wards, rooms



Methodist Church.

new School House, the old building not being sufficiently commodious. This School is now being built, and will be ready for occupancy about the first of the year. It will be a handsome brick structure with ample accomodation for an increased number of pupils. A short time ago the Directors of the

Lethbridge Building Company decided to put up an Opera House, and tenders are now being adver-

for special cases, accidents, operations, and dispensary, house surgeon's apartments, bath rooms, etc. There are some good Hospitals in the Northwest, but when this one is completed it will occupy a foremost position. The Alberta Railway and Coal Company have had a hos-

pital here for some time, but on rare occasions only has it been used. In this respect the Company has been singularly fortunate, having had remarkably few accidents on their works since 1885. This freedom from danger is attributable to the careful management of the heads of the various departments.

Of the private business enterprises of Lethbridge nothing more need be said than that the advertisements in this number furnish a pretty good index. Without a single exception, there is prosperity on every side. The stores occupied by the various merchants have no splendid outdoor appearance, but within they are found to be thoroughly equipped.



Working at the Coal Seam.

ABOUT THE COAL INDUSTRY.

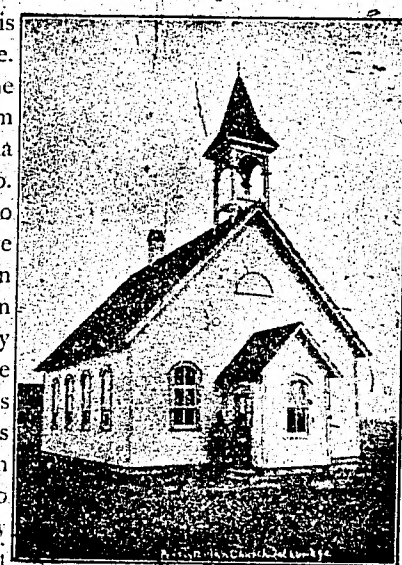
LETHBRIDGE is the Coal Metropolis of the North West. From here is supplied all the steam coal required for the Canadian Pacific Railway from Vancouver to Winnipeg, a distance of over 2,000 miles. All the C.P.R. branches between the two points above referred to, are also supplied from here; while there is nothing but Lethbridge coal used for fuel for many hundred miles. In fact, it may be said that all the soft coal used in Manitoba and the Northwest Territories, and in a great many portions of

British Columbia, is from the mines here. Besides supplying the heavy demands from Canada, the Alberta Railway & Coal Co. has now arranged to deliver a very large quantity of coal in Montana; and in order to successfully handle the trade, the Canada & Great Falls

Railway has been built from Great Falls to the boundary line where it meets the new line of the Al-

berta Railway & Coal Co. This new line of railway opens up a large and growing trade with a State known the world over as the richest in the American Union. The productive capacity of Montana, per capita, is equal to six times that of the great wheat growing State of Minnesota. Its mineral production alone last year amounted to over 95 millions of dollars, and this is being increased year after year. In order to treat this enormous quantity of ore, huge furnaces have been erected along with extensive smelting and reduction works. Until within very recently there has been no inconsiderable difficulty experienced in obtaining an abundant supply of suitable coal for operating these extensive works;

but now that the Great Falls & Canada Railway is completed, from the Lethbridge mines hundreds of tons will be shipped every day. The coal supply here is practically inexhaustible; the facilities for mining and handling it are most superior; and with a steady and growing market in both Canada and the United



Presbyterian Church.



Interior of English Church.

States, the prospects for greatly increased prosperity for Lethbridge, are extremely bright. Not only this. The argument has been advanced, if Canadian coal can be carried into the United States for smelting purposes, why cannot American ores be brought into Canada and smelted here? Lethbridge is the ideal location for extensive reduction works. The Belly river furnishes a most abundant supply of water at all seasons of the year; the fuel is to be

had within almost a stone's throw of the river bank, and transportation facilities to and from the mines are perfect. The cars laden with coal on the trip down to Great Falls, might far better come back laden with ore, than come back empty. The scheme of erecting such works here is not by any means a new one, yet it has not long been under consideration, and it is confidently expected that ere long some action will be taken in this direction, so that

no one need be at all surprised if in the course of a very few years large manufacturing establishments are to be found located within the town limits, the metals used being reduced right on the spot. The advantages of the project are very numerous, as everyone who looks into it must admit. Those who seek a location for a smelting and reduction works enquire principally for three things, viz.: abundant water supply, inexpensive fuel, and cheap transportation facilities. These conditions are all answered.

THE FUTURE OF LETHBRIDGE.

TO speculate on the future of the town of Lethbridge is but to enquire whether, as it now stands, there is reason for confidence? The answer is most emphatically, Yes!

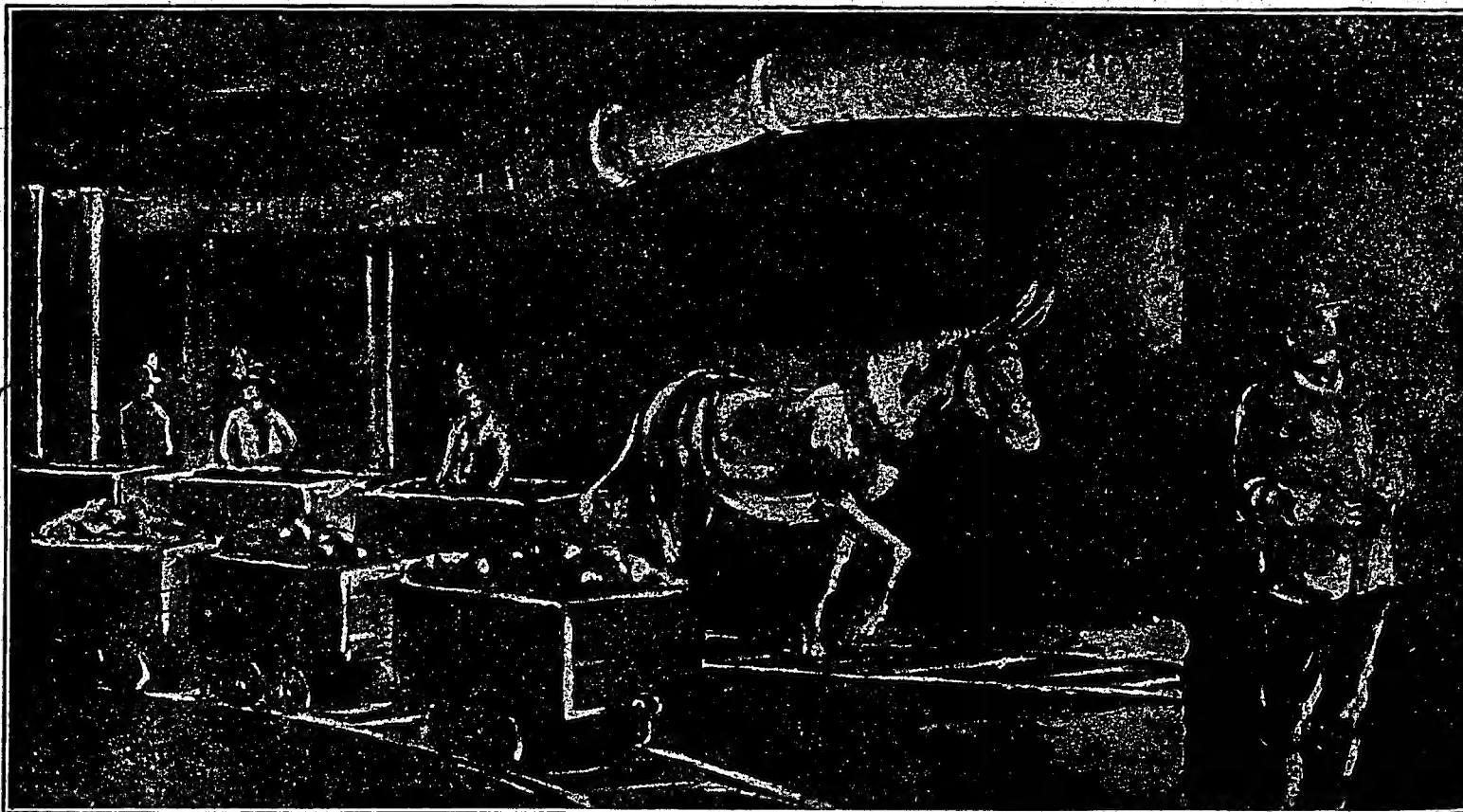
And why Yes?

Because during the past five years an infant project has

best ranching lands in the Dominion are within our district, and with irrigation, no richer or more productive farming lands could be found anywhere. Even as it is farming in Alberta is not by any means a failure. The present year was one of exceptional drouth, yet a great quantity of vegetables and considerable grain was grown. Every day new settlers are coming in, and when the homesteads are all taken up and the country becomes more thickly popu-

lated, a system of irrigation will enable farmers to raise as great crops of grain, vegetables, etc., as can be raised in any other portion of the world.

There is also an important feature worthy of careful consideration when one is mentally weighing the possibilities of Alberta's future. All our residents are men of pluck, energy, and enterprise. For the most part, they are young men who have left happy comfortable homes in Eastern Canada, to come out to their own Can-



Hauling out the coal as seen in the darkness of an entrance.

been developed until now it is one of the greatest industries in the whole Dominion of Canada.

Because the growth of the past five years has been natural and reasonable. There has been no "boom." No one wants to see a "boom," but each and everyone does want to see advancement.

For every step in the progress of Lethbridge there has been ample cause. One of the greatest coal beds on the North American Continent lies right under our feet. The

adian Northwest, to build up for themselves a new home that will be even happier and more valuable than the ones they have left behind. Within the last five years many of the present residents of Lethbridge have come here with the firm intention at the outset, that the disadvantages of a new country would be turned to their advantage. There is not here yet the elegance and refinement met with in towns of a like size in Eastern Canada, yet who will say that if more hardy in their mode of life, the people here are

not much more enterprising and progressive? Every resident has hope and confidence in a great future for Lethbridge, and will work towards that end.

As has been heretofore stated, no better town site could possibly have been selected. Within one year from now Lethbridge will have a most perfect system of drainage which will answer for many years to come. The proposed waterworks system will before next fall be in operation, supplying an abundance of pure clear water for domestic and other purposes, and also for fire protection. Along with the introduction of waterworks and a drainage system, will come the lighting of the streets by electricity; and if present expectations are realized, as they doubtless will be, the days of petroleum and coal oil in Lethbridge are numbered, because an electric plant will furnish incandescent lights to all residences, stores and public buildings.

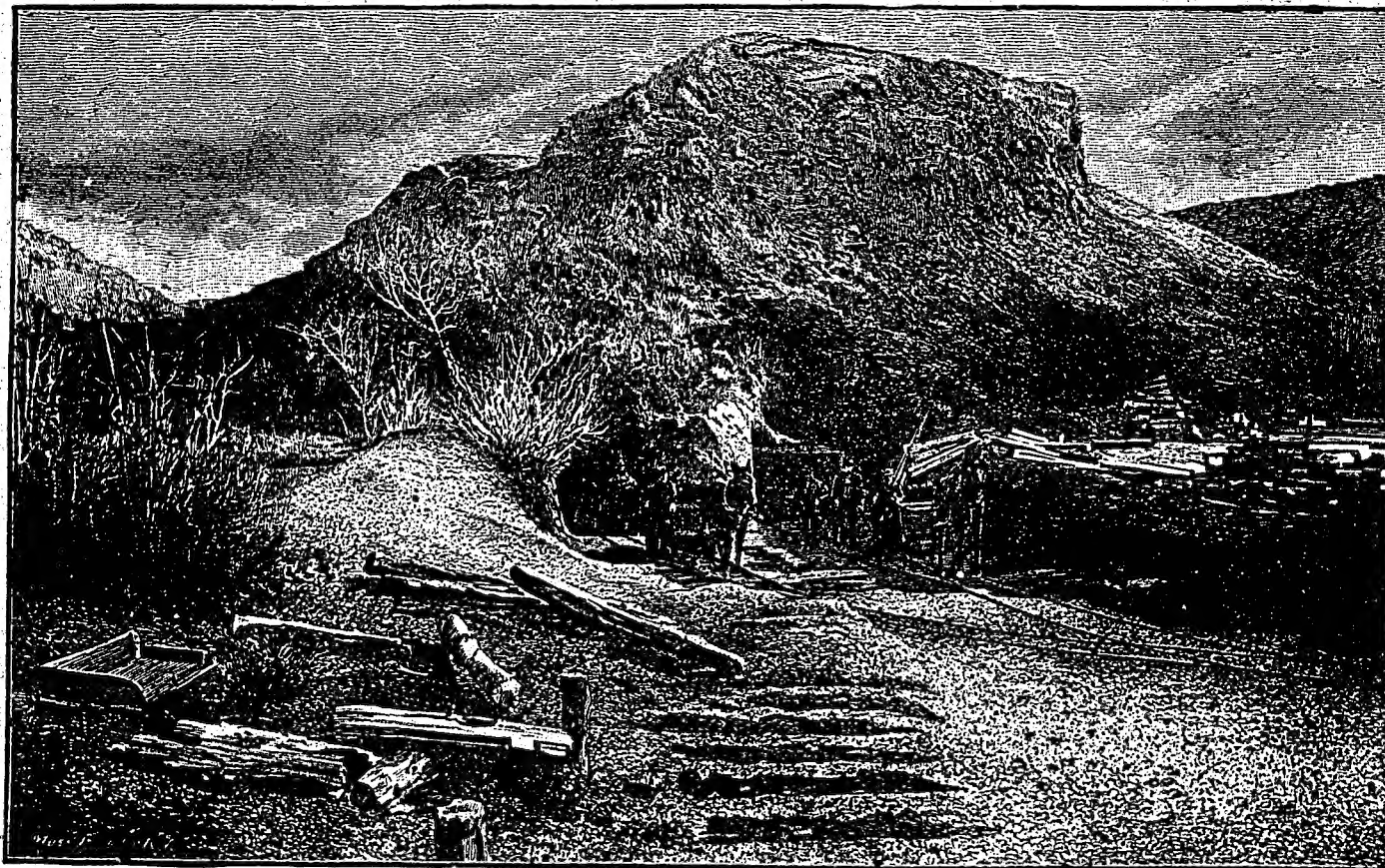
The opera house and town hall will afford an opportunity to residents of this Western Country to have what they did not possess before, viz.: the regular attraction of concert or theatre. Hitherto the town has not been visited by any dramatic or operatic companies of note, for the simple reason that there has been no hall large enough to permit of a proper presentation. The kindness of the Commandant of the Northwest Mounted Police force here has enabled the use of the Barrack's mess room to be had whenever occasion required, but having been built for military rather than operatic purposes, the hall is somewhat unsuitable. However, when the new opera house is completed, there

will be no cause for complaint about the number or class of entertainments presented.

That the residents of Lethbridge have confidence in the future is clearly demonstrated by the fact of which mention has been made, that a new School house is being built at a cost of over \$10,000. This action shews that they intend bringing up their children with as liberal an education as possible, in order that they too, may later on

in particular. In order that a town may be an attractive residential centre, it is necessary that the educational facilities should be ample, because parents are always desirous of having their children obtain an education as near their own homes as possible. In this respect Lethbridge offers most significant inducements, the value of which it is quite unnecessary to dilate upon, as every parent realizes fully what the education of his child means.

Perhaps, though, the most important factor in the matter of Lethbridge's future progress, is the incorporation of the town, which will be effected at an early date. The necessary notice has been given, and as soon as the Legislative Council assembles a bill will be passed conferring the powers asked. The advantages of a regular system of government by mayor and council will be manifold, for although each and every citizen is desirous of advancing the material welfare of the town, it has been impossible to get that concerted action necessary to enable the carrying out of public projects. This, not on account of any lack of unanimity, but because there has been no means



One of the Entries at the Bottom.

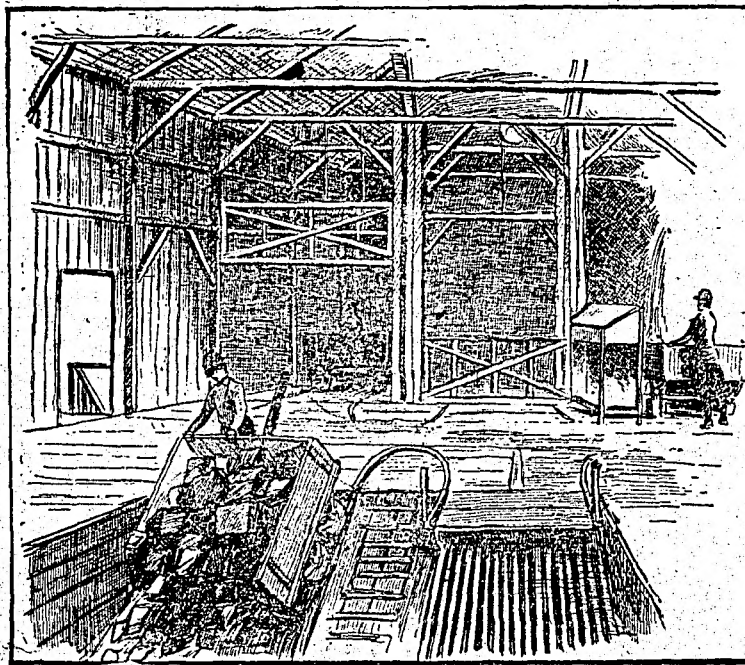
assist in the development of the country. The most progressive Province in Canada has been Ontario, and her advancement is due in a large measure to the almost perfect educational system, which has been instrumental in having a young population brought up with a knowledge of their own. Fair Dominion combined with liberal broad views of how life should be lived. Ontario's example has been emulated by Northwest people, and by Lethbridge people

or raising funds except by subscription; and the burden in such a case is always sure to fall on the willing few. With incorporation this condition of affairs will be altered, and a great improvement in the appearance of the town may be expected within a very short time. Sidewalks will be laid and streets regularly marked out, increased fire protection will be provided, civic enactments will replace individual opinions, and all other advantages of organization will accrue.

A VISIT TO THE COLLIERY.

THOSE who have never had an opportunity of paying a visit to the Colliery here, are apt to fall into the common error of supposing that Lethbridge Coal is dug with a pick and shovel out of a hole in the ground. Literally this is true, but a good many picks are at work every day in a good many "holes," so that he who looks around while in Lethbridge and sees for himself what is really going on in "the mines," is almost sure to come to the conclusion that the first conception was anything but the correct one.

Let us see. Suppose you and I go out together to examine for ourselves what the Alberta Railway & Coal Company has been doing in the way of developing the enormous natural advantages Lethbridge possesses in having under her town site and its surrounding country what is probably the largest coal bed on the North American Continent. We walk down Round Street from THE NEWS Office to the Railway Station, and there take the track down to No. 1 shaft. Here we see the first of the "holes in the ground." A puffing of steam, the panting of an engine, the shrill rasp of the cable chain, and perhaps the sound of a locomotive bell and whistle, draw our attention to the fact that there is activity on all sides. The Engine Room is on the ground level. As we enter this we can see the large double engine used to hoist the "cage and elevator." Between the two engines there is an enormous barrel-shaped wheel or drum on which a heavy wire chain or cable is being wound and unwound. It is this powerful chain that supports the huge cages used in the shaft, and at the bidding of the engineer, the huge polished engines revolve, the drum winding or unwinding the cable. The exact position of the car is determined by a white faced dial with a long finger pointing to certain marks on the circumference, and by which the engineer knows just where the car is. The view elsewhere given of No. 1 shaft shews the Railway tracks under a huge tramwork erection. We climb up a long stair to this tramwork and here must pause for a moment to take in the beautiful sight. From no other vantage ground in the town can such a magnificent view of the grand old Rocky Mountains be had.



DUMPING ON SCREENS



Miners at work in a chamber.

Their "snowy peaks capped with the eternal stainless snow" stand out in bold relief against the back ground of blue sky, forming at once a most impressive and beautiful sight. Turning our eyes in the other direction we see the town itself to great advantage. Looking towards the west one can see the long double-tracked incline railway used for hauling coal up from the bottom; while on the north the most conspicuous objects are the new works in shafts No. 2, No. 3, and No. 4, with their surrounding railway tracks, coal dumps, etc.

But we must proceed if we would see the coal bed itself. As the "cage" comes up with its car laden with black chunks we watch the waiters push it from its rest on the tracks on either side. If the car contains good coal it is run towards the screens and dumped over them into the railway car underneath. If it should contain shale or refuse it is run off in the other direction to the dump. We take a stand on the cage where the car had stood, and the signal being given, we feel an almost imperceptible movement. Then suddenly, as though it has acquired momentum, down we go into darkness as black as the entrance to Hades itself. In a moment the speed slackens, and the cage pulls up. We are at the bottom of the shaft in the heart of the coal seam. In all directions lights are to be seen; the tiny flicker of one sperm lamp being the outward and visible sign of each one man at work. From the bottom of the shaft "drifts" run in various directions. These drifts, or "galleries" as they are sometimes called, are simply underground passages leading from one chamber to another. Along the bottom of each drift is laid a narrow track corresponding in width with the track on the floor of the cage. As we pause a moment in one of these drifts a couple of cars go shooting past us. They contain about one ton each, and have been sent out to the shaft to be hoisted. Walking along the galleries or drifts we see here and there large "rooms" or "chambers" dug in on one side or another. This is where the coal is taken from, and inside we can see the grimy miner with his companion working away with might and main. Miners in chambers work in couples for protection, as well as profit, for two of them "pulling together" can get out more coal than could two working for an individual load. We stand

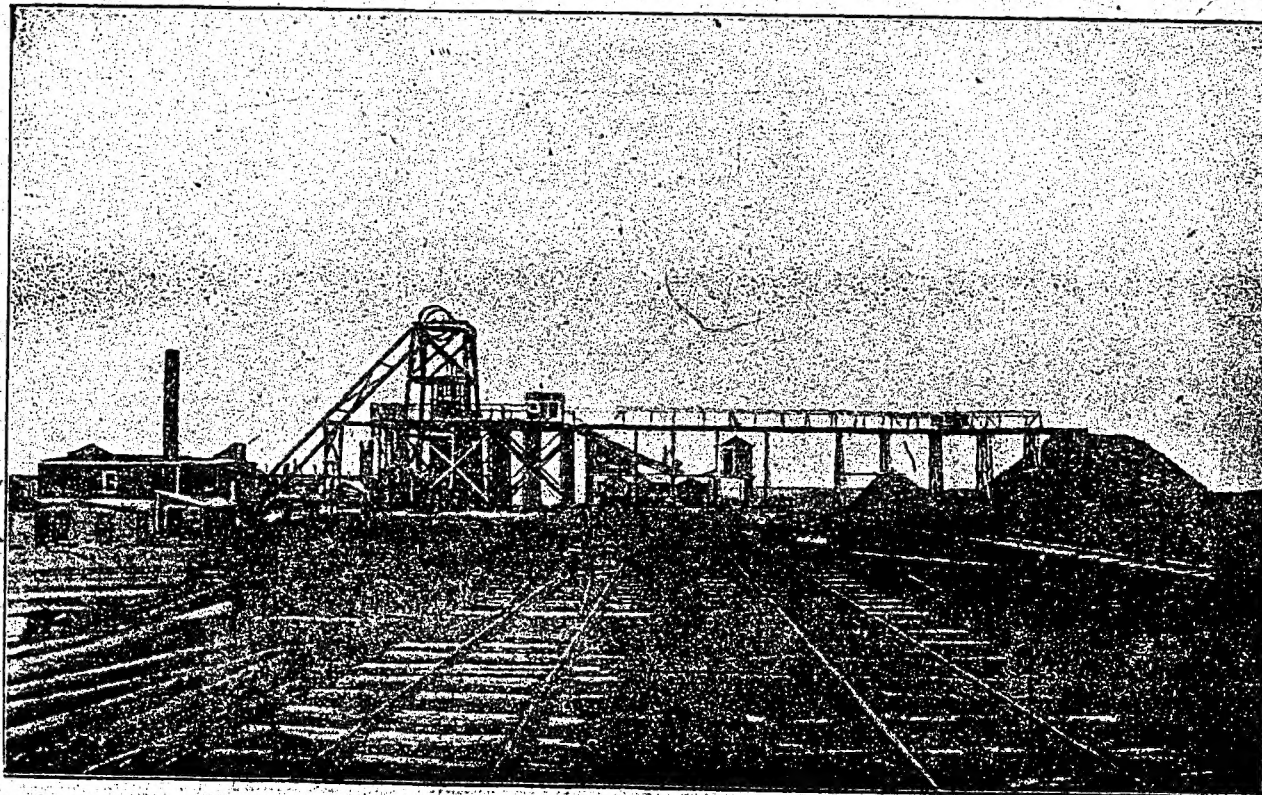
by watching them for a moment and then wander on, repeating the same performance until again we reach the shaft and are not sorry to be once more up out of the bowels of mother earth where the very darkness seems to oppress us with a gruesome feeling of danger, although we are assured there is no danger because the Lethbridge coal generates no gas, and there is therefore no danger of an appalling explosion. Once more at the top of the shaft, we look around on the bright blue sunny skies that would seem almost to welcome us back after the experience of the darkness below. Walking

away from the shaft we turn towards the west on the tram, coming in full view of the top of the incline. There we climb into a coal car, and in a moment are whirling at what seems a breakneck speed down the 2,300 feet of an incline plane. As we are about half way down a long train of cars passes us coming up. Each car is laden with coal which is being sent up for shipment. But by the time we begin speculating as to the safety of travelling on "the incline" we are at the bottom. Here is a pretty sight that charms the eye of anyone "who with nature's beauties is delighted." The Belly river winds its sinewy course between the bank we have just come down and another, but more precipitous one, on the opposite side. Just opposite the foot

of the incline is seen a pretty white frame house surrounded on all sides by the rich dark foliage of innumerable trees, while in front a grassy lawn relieves the thicker shadows cast by the trees. This house is the residence of Mr. Elliot T. Galt, general manager of the Company, who with the manager, Mr. Wainwright, delights in keeping "bachelor's hall."

We are standing at the bottom of the incline, and there we see the double tracks diverge and multiply. Cars laden

with coal from the various entries are being hauled by mules and horses each way. Following one of the tracks we find ourselves presently at the mouth of an "entry," which, by the way, is the name given to another style of an opening. To explain. On both sides of the river the bank is precipitous and abrupt, and so high is it, that in order to get at the coal seam it is only necessary to work from the face of the bluff. Instead then of digging a shaft, a "drift" is made right from the open, and these drifts are called "entries." We can see quite a number of entries, all of which have



No. 1 Shaft.

their tracks, chambers, etc., the same as we saw when we went through the galleries from the bottom of the shaft. The coal is taken out in precisely the same way, but has not to be hoisted except on the incline. Mules and horses haul the coal from the mouth of the entry to the bottom of the incline, where the cable is attached to the cars.

To give what might be called a "living description" of the workings of the colliery, so that one who has never seen it can fully appreciate its extent, would be almost impossible

without going into an elaborate system of detail that would fill chapters instead of pages. The illustrations presented herewith give as nearly a correct conception as possible. The whole works are so extensive that to thoroughly inspect them all would take a long time. The colliery is in charge of superintendent William Stafford, an experienced capable man who is thoroughly at home in every matter of detail. Mr. Stafford is a thorough master of his art, and has had a great deal of practical experience. Before he came to the Territories he was for 11 years connected with the well

known Westville, Nova Scotia, mines, and this experience, combined with his extensive knowledge of the coal exposures of this country, make him a most invaluable superintendent.

Since the completion of the Great Falls & Canada Railway the force of men at work in the Colliery department has been very considerably increased, and every few weeks brings in another lot of miners from Pennsylvania and Nova Scotia. The coal output is consequently very much increased, and with the completion of the new shafts, Mr. Stafford will be enabled to turn out every day a still larger amount. There are at present in course of erection three new shafts. One of them (No. 2) is just about completed, and will be worked very soon. No. 3 is so far

advanced that the men are ready for the hoisting machinery, and No. 4 is a new one just being sunk. When all these shafts are in operation, the coal output will be much greater than at present. All the shafts are being constructed on about the same lines as No. 1. The coal that is taken from No. 1 shaft is first-class bituminous, and has already been pronounced by consumers as first-class. Shafts No. 2, 3 and 4 reach the coal seam at the same distance from the surface, and of course all the coal is the same grade.

COMMENTS OF THE PRESS.

FOLLOWING are given some of the remarks and opinions expressed in the columns of THE NEWS and our exchanges.

THE PROSPERITY OF LETHBRIDGE.

Round-up in THE NEWS, September 24.

The progress Lethbridge is making is really surprising when one comes to consider what it was five years ago, and compare a picture of it at that time, with its present appearance. Other towns in the Territories have also grown, but not another one has advanced in such a solid thorough manner. As was to be expected in a new town, a great deal of lumber was used in the construction of dwellings. In fact the best dwellings in town were but frame buildings a short time ago, but this is now changing. A very excellent brick is manufactured here, and I notice nearly all the new residences and other buildings in course of erection, are of this more substantial material. The new opera house is to be of brick. The same can be said of the school house and hospital. The change from lumber to brick may seem to be only a trifling thing, but as straws show which way the wind blows, it may be taken as a sign of increasing prosperity.

WHILE THE ROAD WAS BUILDING.

FROM THE HELENA JOURNAL.

General Manager E. T. Galt of the Alberta coal mines, and general manager of the Great Falls & Canada railroad, was in Helena on Wednesday. In a talk with a Journal reporter about his Railway, he said that the contractors have completed 135 miles of the line, and have only about 35 miles of track to lay. The work has been stopped by the hard storm that has just passed over the southern portion of Alberta, the snow being about six inches in depth along the level. Mr. Galt is very enthusiastic concerning the future of both the railroad and the coal mines, as in connection with the Great Northern railway a market will be opened for the product of their mines, and they will be able to furnish coal at a great deal less than the present prices at Great Falls, Helena, Butte, and other cities.

PROSPEROUS GREAT FALLS.

FROM THE GREAT FALLS TRIBUNE.

There has been no period in the history of Great Falls when the demand for laborers was so great as it now is. Although men have been coming in by fifties and hundreds since last February, yet the contractors have much trouble to find workmen to carry out their contracts. The construction of the system of sewers has given constant employment to a large number of men and the work will not be completed before freezing weather. The employment agencies have places which they cannot fill for lack of men. Female help is also in demand. Massages could find

buildings will be erected than have been constructed this year.

Business in all lines is good, although it cannot be said that we are having a boom. The merchants have placed unusually large orders, and have their houses packed with large fall and winter stocks. There is a feeling of confidence among all classes, which is a good indication of general prosperity.

RAILROADS TO GREAT FALLS.

FROM THE GREAT FALLS TRIBUNE.

The completion of the Great Falls & Canada railroad makes this town an objective point to two or three lines which are seeking a northwestern outlet. Both the Burlington and Northwestern roads are pushing westward. A party of Burlington surveyors are at work near Castle. Both of these roads have lines into Dakota and Wyoming, and have an eye on the rich mineral region of the Belt Mountains. Within two years one, or both, of these roads will be extended to Great Falls. The Northern Pacific officials are also watching this town, and one of the companies has a route surveyed into the town. During the next four years, at least three more railroads will be built into Great Falls.

COAL IN GOOD DEMAND.

FROM THE NEWS, October 15.

Since the day the rails were connected, and the first train load of coal was shipped from here to Great Falls, there has been a steady increase in the demand for "Lethbridge diamonds." Montana consumers have already expressed a great preference for the product of the Canadian colliery, and orders have been coming in very freely. With the road in its present condition, it is impossible to send out from here more than two trains a day, and even these are handled with considerable difficulty. There are between 300 and 400 men at work between the junction and the boundary line, and consequently very slow time is made. However it is expected that by Saturday night the work of surfacing will be completed, and then at least four trains will leave here every day. Each train load means between 200 and 300 tons.



positions at good wages for hundreds of her poorly paid women if she would send them here.

With the construction of the Great Falls Realty company block, the Boston and Montana smelter, the extension of water mains the street improvements and the building of private residences, it is certain that there will be a great activity until the holidays.

Men who have watched the progress of affairs during the past spring and summer aver that during 1891 more

SOMETHING ABOUT OURSELVES.

Editorial in THE NEWS, October 15.

THE NEWS is not now, nor has it ever been in the habit of blowing its own horn to any marked extent, yet in view of various complimentary remarks that have been made about the paper, we do not think anyone can accuse us of being ill-mannered if we draw attention briefly to a couple of features of our issue.

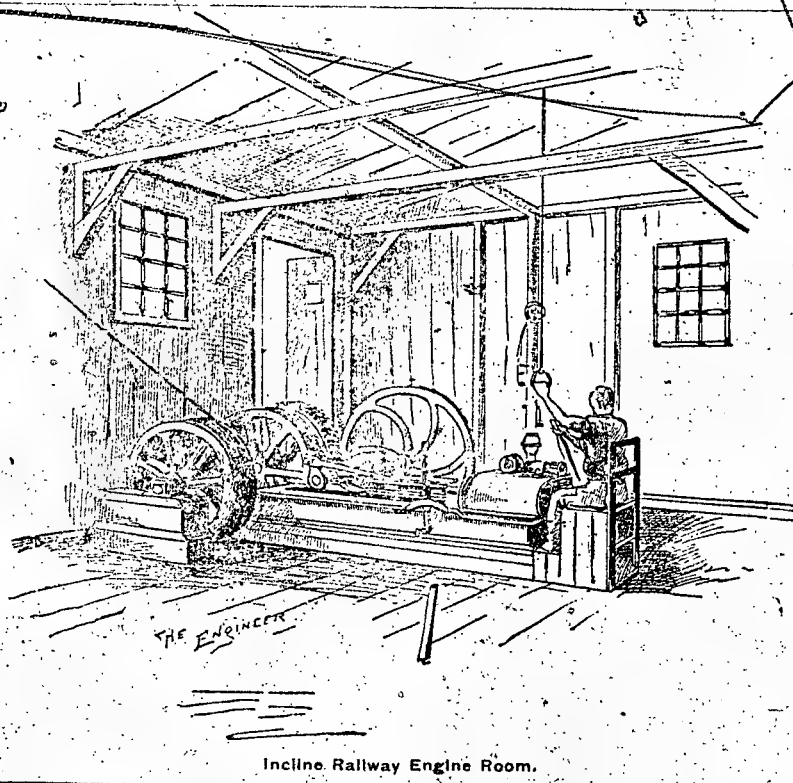
We do not claim for THE NEWS that it is the acme of perfection in the local newspaper line but we do say that in the matter of local news, we publish the best paper in the Territories. Special attention is paid to the local column because we are catering for local support, and feel that it is a duty we owe to our numerous patrons to supply them with as full reports as possible of goings on in town.

Every week THE NEWS publishes a very complete condensation of the telegraphic news of the world, more especial attention being paid to matters particularly appertaining to the district, to the Territories and to immigration. As soon as the Northwest Council assembles, we will have a special correspondent at the Territorial Capital, and will give our readers a fair comprehensive report of the doings of that body. THE NEWS is published on Wednesday, and on Wednesday morning we receive from a special correspondent in Winnipeg, over the C. P. R. and A. R. & C. Co.'s wires, a full summary of news as published in the morning papers there. Thus we supply the world's news, at least three days before the Winnipeg papers arrive here. These despatches are not procured without considerable expense both for correspondence and for telegraphic tolls. Still, we feel the fact of our having them is an important feature and will be continued notwithstanding the cost.

Politically, THE NEWS is Conservative, but we acknowledge no party where the interests of the country are at stake. While possessing great faith in the Government of Sir John A. Macdonald, we hold ourselves free at any time to criticise it as we see fit. Editorially we will cast our weight at all times in what we consider to be the direction of local, Territorial, and Dominion interests, giving at all times our utmost assistance to any plan to further the best interests of Lethbridge and of Alberta, while we undertake

to use our best ability to baulk any scheme which, in our opinion, will work injury to our people.

It shall be our earnest endeavor in the future, as in the past, to leave no effort unspared, to produce week by week the most complete and most interesting newspaper in this portion of the great West, and we stand on our merits as the champion and exponent of Alberta and her people, hoping as the country grows in population and in wealth, to deserve and to receive a wider recognition and liberal support.



Incline Railway Engine Room.

THE NEW RAILWAY.

Editorial in WINNIPEG COMMERCIAL.

The other Railway of which we have to speak is the road between Lethbridge, Alberta, and Great Falls, Montana, which is now about completed, and will be formally opened in a short time. The construction of this road is of special importance from the fact that it is the first road to cross the boundary into the United States west of Winnipeg. This railway also differs in its other important features from the Prince Albert road. It is not built as a colonization road,

and there are no settlements along its line to be opened up on this side of the boundary. It passes through an open prairie country, in which there is practically no agricultural settlement and devoted only to a limited extent to ranching. The primary object in building the road was to open a market in Montana for Lethbridge coal. The Lethbridge coal is of a superior quality to that found in Montana, and it was believed that by the construction of a railway to Great Falls, a large market would be opened for Alberta coal. The length of the railway from Lethbridge to Great Falls is about 200 miles, of which about 80 miles runs through Canadian territory.

Preparations have been made during the past summer to increase the output of coal from the mines at Lethbridge, in expectation of a large demand on the completion of the railway. Three new shafts have been put down, and other preparations made for a large output. If expectations are realized the opening of this railway will more than double the output of the Lethbridge mines at once, and add vastly to the importance of the coal mining industry in Alberta.

CHEAP COAL FOR MONTANA.

FROM the BENTON PRESS.

The completion of the Galt narrow-gauge railway to Lethbridge insures a bountiful supply of superior coal to all railroad points in Montana. Opposite Great Falls where the narrow gauge intersects the Great Northern, a long elevated trestle work and coal bins have been constructed for the purpose of transferring coal from narrow gauge to broad gauge cars with the least possible amount of expense. The narrow gauge road runs its cars on the elevated trestle over the bins and the coal is dumped into them from self-dumping cars. The bins are so arranged that the coal can be dumped as fast as required into broad gauge cars below. We are not yet advised what price will be put on the Galt coal on broad gauge cars at the bins, but have been told by those who should know that the price will be very reasonable.

THE ALBERTA RAILWAY & COAL CO'Y.

700,000 ACRES OF LAND FOR SALE!!

Climate unsurpassed. Excellent Water. Good Local Markets.
Cheap Fuel. First-class Railway Facilities.

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THIS Company's Lands being secured in Blocks containing from 10,000 to 40,000 acres are specially suitable for parties desiring to embark in the stock-raising industry.

The blocks are well watered, being located along the principal rivers and waterways leading thereto, and owing to their having been carefully selected in a District acknowledged to be one of the finest for grazing purposes on the American continent, they are the choicest unoccupied grazing lands in Southern Alberta.



Starting a Round-up on an Alberta Ranch.

Farming Lands.

THIS Company is prepared to sell Farming Lands, either in the neighborhood of Lethbridge or in localities convenient to the various stations along their Railway, in parcels of from 80 to 640 acres.

Lethbridge being the centre and headquarters of the vast and rapidly increasing operations of the Company, is becoming an important labor centre. Settlers on lands bought from the Company can therefore feel confident of employment during any seasons they may not be fully occupied on their farms.

These lands are for sale on easy terms of payment, and at prices ranging from \$2.00 per acre upwards.

TOWN LOTS!

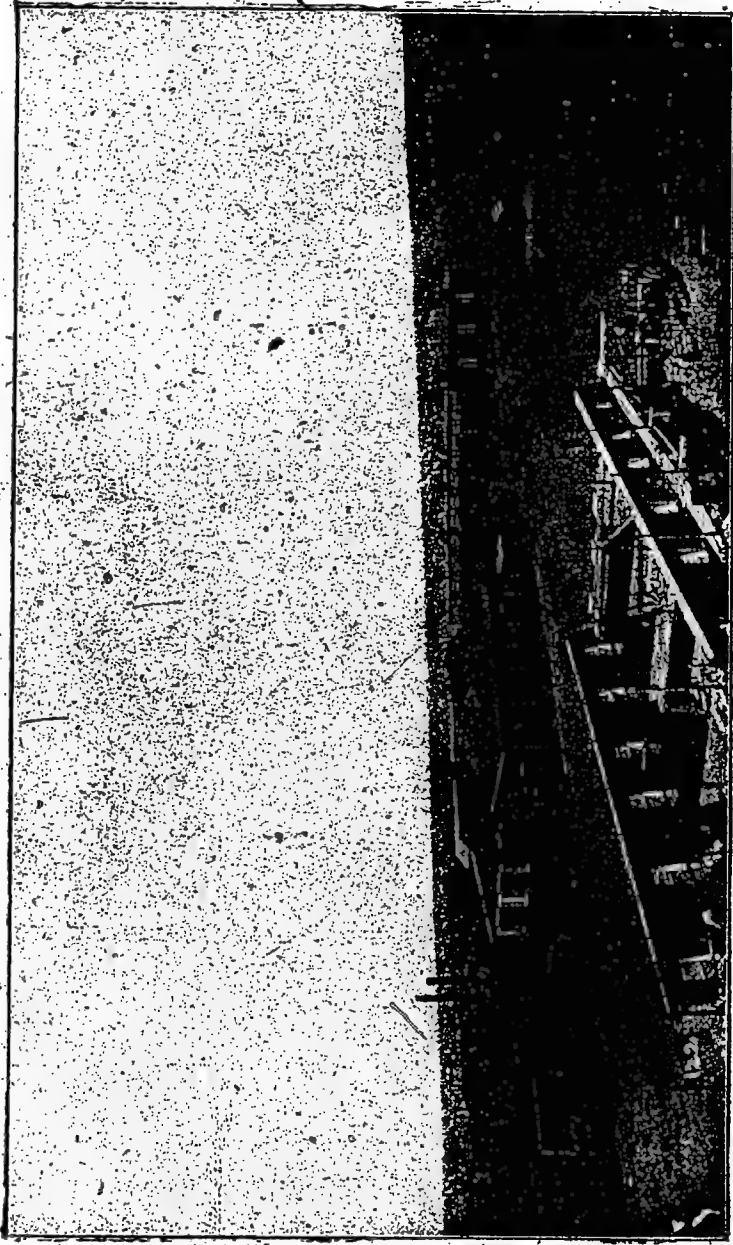
THE Company has Lots for Sale in LETHBRIDGE, DUNMORE and COUTTS, at reasonable prices and on easy terms.

For particulars and any further information apply to

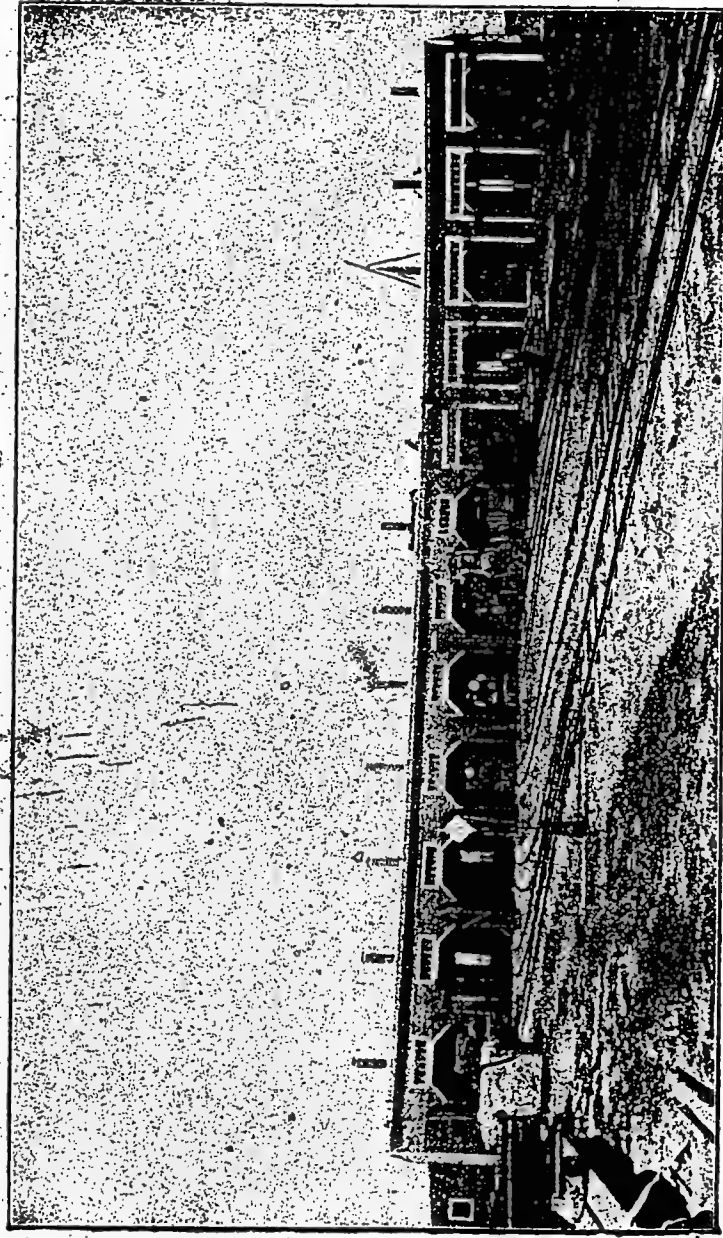
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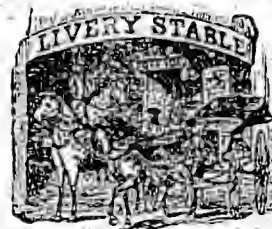
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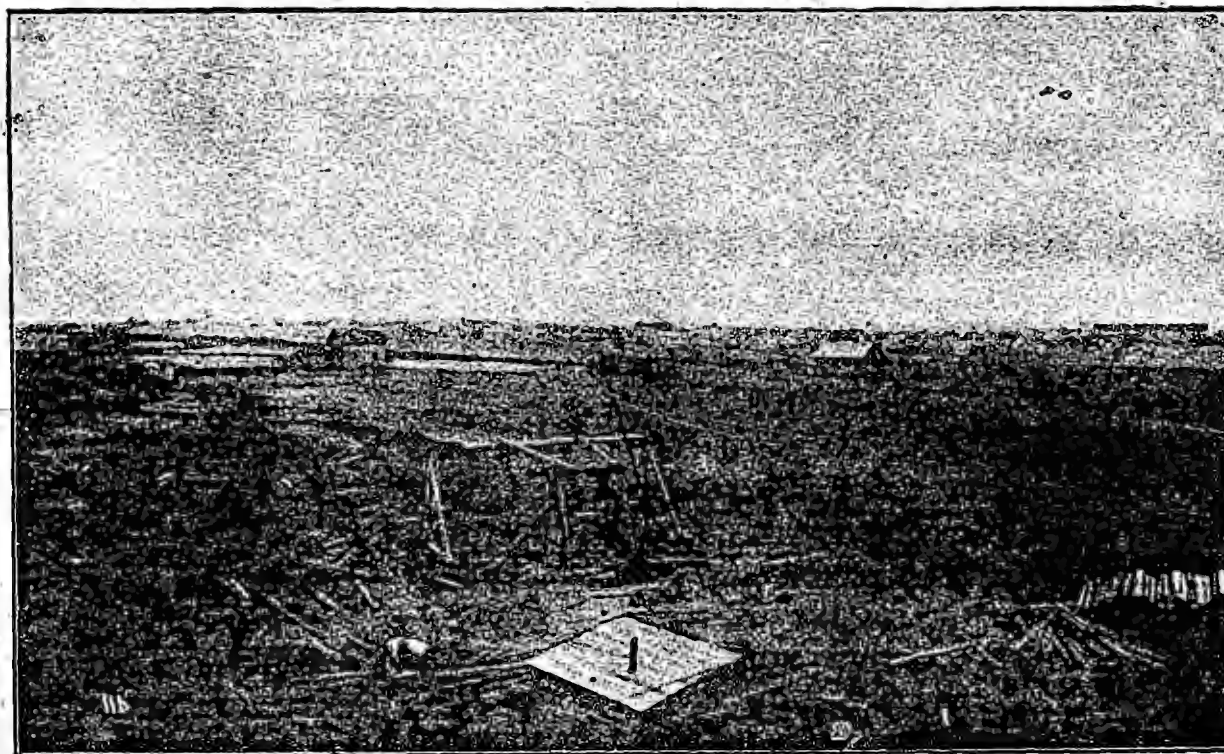
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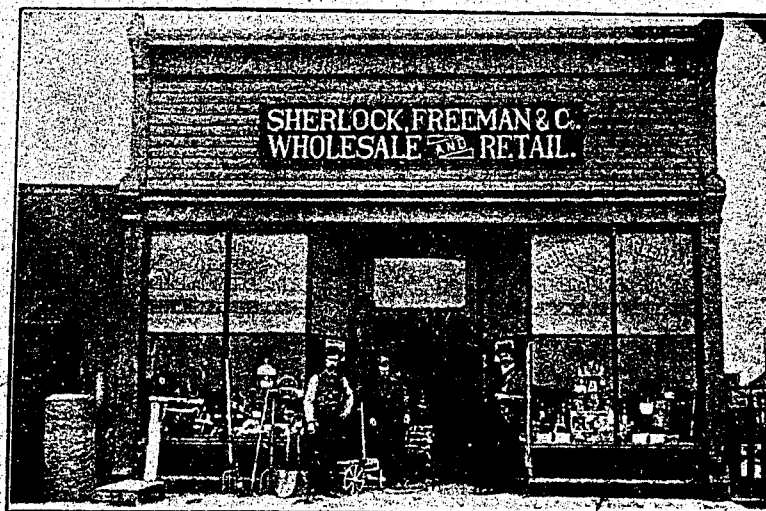
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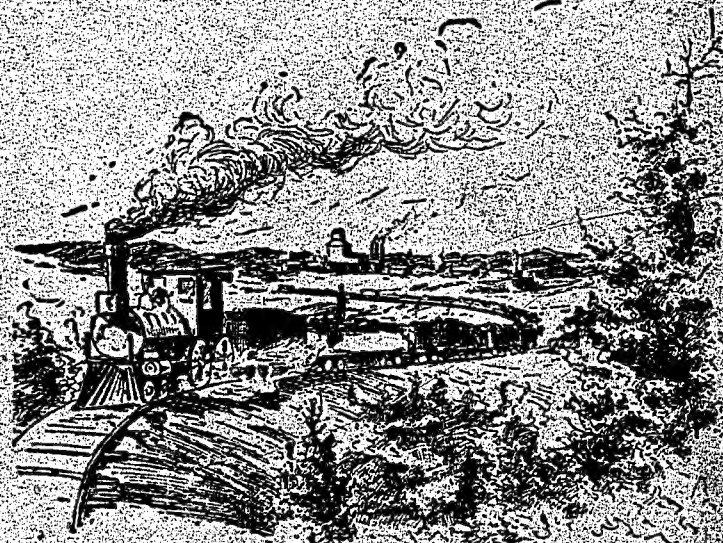
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